

110TH CONGRESS
1ST SESSION

H. R. 1915

To promote the future of the American automobile industry, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

APRIL 18, 2007

Mr. CASTLE introduced the following bill; which was referred to the Committee on Science and Technology, and in addition to the Committees on Ways and Means and Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To promote the future of the American automobile industry,
and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “American Automobile
5 Industry Promotion Act of 2007”.

6 **SEC. 2. ADVANCED ENERGY INITIATIVE FOR VEHICLES.**

7 (a) PURPOSES.—The purposes of this section are—

8 (1) to enable and promote, in partnership with
9 industry, comprehensive development, demonstra-

tion, and commercialization of a wide range of electric drive components, systems, and vehicles using diverse electric drive transportation technologies;

(2) to make critical public investments to help private industry, institutions of higher education, National Laboratories, and research institutions to expand innovation, industrial growth, and jobs in the United States;

(3) to expand the availability of the existing electric infrastructure for fueling light duty transportation and other on-road and nonroad vehicles that are using petroleum and are mobile sources of emissions—

(A) including the more than 3,000,000 reported units (such as electric forklifts, golf carts, and similar nonroad vehicles) in use on the date of enactment of this Act; and

(B) with the goal of enhancing the energy security of the United States, reducing dependence on imported oil, and reducing emissions through the expansion of grid-supported mobility;

(4) to accelerate the widespread commercialization of all types of electric drive vehicle technology into all sizes and applications of vehicles, including

commercialization of plug-in hybrid electric vehicles
and plug-in hybrid fuel cell vehicles; and

(5) to improve the energy efficiency of, and reduce petroleum use in, transportation.

(b) DEFINITIONS.—In this section:

(1) BATTERY.—The term “battery” means an energy storage device used in an on-road or nonroad vehicle powered in whole or in part using an off-board or on-board source of electricity.

(2) ELECTRIC DRIVE TRANSPORTATION TECHNOLOGY.—The term “electric drive transportation technology” means—

(A) a vehicle that—

(i) uses an electric motor for all or part of the motive power of the vehicle;
and

(ii) may use off-board electricity,
including battery electric vehicles, fuel cell vehicles, engine-dominant hybrid electric vehicles, plug-in hybrid electric vehicles, plug-in hybrid fuel cell vehicles, and electric rail; or

(B) equipment relating to transportation or mobile sources of air pollution that uses an electric motor to replace an internal combustion engine for all or part of the work of the equip-

1 ment, including corded electric equipment
2 linked to transportation or mobile sources of air
3 pollution.

4 (3) ENGINE-DOMINANT HYBRID ELECTRIC VE-
5 HICLE.—The term “engine-dominant hybrid electric
6 vehicle” means an on-road or nonroad vehicle that—

7 (A) is propelled by an internal combustion
8 engine or heat engine using—

9 (i) any combustible fuel; and

10 (ii) an on-board, rechargeable storage
11 device; and

12 (B) has no means of using an off-board
13 source of electricity.

14 (4) FUEL CELL VEHICLE.—The term “fuel cell
15 vehicle” means an on-road or nonroad vehicle that
16 uses a fuel cell (as defined in section 803 of the En-
17 ergy Policy Act of 2005 (42 U.S.C. 16152)).

18 (5) INITIATIVE.—The term “Initiative” means
19 the Advanced Battery Initiative established by the
20 Secretary under subsection (f)(1).

21 (6) NONROAD VEHICLE.—The term “nonroad
22 vehicle” has the meaning given the term in section
23 216 of the Clean Air Act (42 U.S.C. 7550).

24 (7) PLUG-IN HYBRID ELECTRIC VEHICLE.—The
25 term “plug-in hybrid electric vehicle” means an on-

1 road or nonroad vehicle that is propelled by an inter-
2 nal combustion engine or heat engine using—

3 (A) any combustible fuel;

4 (B) an on-board, rechargeable storage de-
5 vice; and

6 (C) a means of using an off-board source
7 of electricity.

8 (8) PLUG-IN HYBRID FUEL CELL VEHICLE.—

9 The term “plug-in hybrid fuel cell vehicle” means an
10 onroad or nonroad vehicle that is propelled by a fuel
11 cell using—

12 (A) any compatible fuel;

13 (B) an on-board, rechargeable storage de-
14 vice; and

15 (C) a means of using an off-board source
16 of electricity.

17 (9) INDUSTRY ALLIANCE.—The term “Industry
18 Alliance” means the entity selected by the Secretary
19 under subsection (f)(2).

20 (10) INSTITUTION OF HIGHER EDUCATION.—

21 The term “institution of higher education” has the
22 meaning given the term in section 2 of the Energy
23 Policy Act of 2005 (42 U.S.C. 15801).

24 (11) SECRETARY.—The term “Secretary”
25 means the Secretary of Energy.

1 (c) GOALS.—The goals of the electric drive transpor-
2 tation technology program established under subsection
3 (e) shall be to develop, in partnership with industry and
4 institutions of higher education, projects that focus on—

5 (1) innovative electric drive technology devel-
6 oped in the United States;

7 (2) growth of employment in the United States
8 in electric drive design and manufacturing;

9 (3) validation of the plug-in hybrid potential
10 through fleet demonstrations; and

11 (4) acceleration of fuel cell commercialization
12 through comprehensive development and commer-
13 cialization of battery technology systems independent
14 of fundamental fuel cell vehicle technology develop-
15 ment.

16 (d) ASSESSMENT.—Not later than 120 days after the
17 date of enactment of this Act, the Secretary shall offer
18 to enter into an arrangement with the National Academy
19 of Sciences—

20 (1) to conduct an assessment (in cooperation
21 with industry, standards development organizations,
22 and other entities, as appropriate), of state-of-the-
23 art battery technologies with potential application
24 for electric drive transportation;

1 (2) to identify knowledge gaps in the scientific
2 and technological bases of battery manufacture and
3 use;

4 (3) to identify fundamental research areas that
5 would likely have a significant impact on the devel-
6 opment of superior battery technologies for electric
7 drive vehicle applications; and

8 (4) to recommend steps to the Secretary to ac-
9 celerate the development of battery technologies for
10 electric drive transportation.

11 (e) PROGRAM.—The Secretary shall conduct a pro-
12 gram of research, development, demonstration, and com-
13 mercial application for electric drive transportation tech-
14 nology, including—

15 (1) high-capacity, high-efficiency batteries;

16 (2) high-efficiency on-board and off-board
17 charging components;

18 (3) high-powered drive train systems for pas-
19 senger and commercial vehicles and for nonroad
20 equipment;

21 (4) control system development and power train
22 development and integration for plug-in hybrid elec-
23 tric vehicles, plug-in hybrid fuel cell vehicles, and en-
24 gine-dominant hybrid electric vehicles, including—

1 (A) development of efficient cooling sys-
2 tems;

3 (B) analysis and development of control
4 systems that minimize the emissions profile
5 when clean diesel engines are part of a plug-in
6 hybrid drive system; and

7 (C) development of different control sys-
8 tems that optimize for different goals, includ-
9 ing—

10 (i) battery life;

11 (ii) reduction of petroleum consump-
12 tion; and

13 (iii) greenhouse gas reduction;

14 (5) nanomaterial technology applied to both
15 battery and fuel cell systems;

16 (6) large-scale demonstrations, testing, and
17 evaluation of plug-in hybrid electric vehicles in dif-
18 ferent applications with different batteries and con-
19 trol systems, including—

20 (A) military applications;

21 (B) mass market passenger and light-duty
22 truck applications;

23 (C) private fleet applications; and

24 (D) medium- and heavy-duty applications;

1 (7) a nationwide education strategy for electric
2 drive transportation technologies providing sec-
3 ondary school teaching materials and support for
4 education offered by institutions of higher education
5 that is focused on electric drive system and compo-
6 nent engineering;

7 (8) development, in consultation with the Ad-
8 ministrator of the Environmental Protection Agency,
9 of procedures for testing and certification of criteria
10 pollutants, fuel economy, and petroleum use for
11 light-, medium-, and heavy-duty vehicle applications,
12 including consideration of—

13 (A) the vehicle and fuel as a system, not
14 just an engine; and

15 (B) nightly off-board charging; and

16 (9) advancement of battery and corded electric
17 transportation technologies in mobile source applica-
18 tions by—

19 (A) improvement in battery, drive train,
20 and control system technologies; and

21 (B) working with industry and the Admin-
22 istrator of the Environmental Protection Agen-
23 cy—

24 (i) to understand and inventory mar-
25 kets; and

1 (ii) to identify and implement methods
2 of removing barriers for existing and
3 emerging applications.

4 (f) ADVANCED BATTERY INITIATIVE.—

5 (1) IN GENERAL.—The Secretary shall establish
6 and carry out an Advanced Battery Initiative in ac-
7 cordance with this subsection to support research,
8 development, demonstration, and commercial appli-
9 cation of battery technologies.

10 (2) INDUSTRY ALLIANCE.—Not later than 180
11 days after the date of enactment of this Act, the
12 Secretary shall competitively select an Industry Alli-
13 ance to represent participants who are private, for-
14 profit firms headquartered in the United States, the
15 primary business of which is the manufacturing of
16 batteries.

17 (3) RESEARCH.—

18 (A) GRANTS.—The Secretary shall carry
19 out research activities of the Initiative through
20 competitively-awarded grants to—

- 21 (i) researchers, including Industry Al-
22 liance participants;
23 (ii) small businesses;
24 (iii) National Laboratories; and
25 (iv) institutions of higher education.

1 (B) INDUSTRY ALLIANCE.—The Secretary
2 shall annually solicit from the Industry Alli-
3 ance—

4 (i) comments to identify advanced
5 battery technology needs relevant to elec-
6 tric drive technology;

7 (ii) an assessment of the progress of
8 research activities of the Initiative; and

9 (iii) assistance in annually updating
10 advanced battery technology roadmaps.

11 (4) AVAILABILITY TO THE PUBLIC.—The infor-
12 mation and roadmaps developed under this sub-
13 section shall be available to the public.

14 (5) PREFERENCE.—In making awards under
15 this subsection, the Secretary shall give preference
16 to participants in the Industry Alliance.

17 (g) COST SHARING.—In carrying out this section, the
18 Secretary shall require cost sharing in accordance with
19 section 988 of the Energy Policy Act of 2005 (42 U.S.C.
20 16352).

21 (h) AUTHORIZATION OF APPROPRIATIONS.—There
22 are authorized to be appropriated to carry out this section
23 \$100,000,000 for each of fiscal years 2008 through 2012.

1 **SEC. 3. AVAILABILITY OF NEW ADVANCED LEAN BURN**
 2 **TECHNOLOGY MOTOR VEHICLE CREDIT FOR**
 3 **HIGH-EFFICIENCY DIESEL MOTOR VEHICLES**
 4 **THROUGH TEMPORARY SUSPENSION OF**
 5 **EMISSION STANDARDS.**

6 (a) IN GENERAL.—Clause (iv) of section
 7 30B(c)(3)(A) of the Internal Revenue Code of 1986 (de-
 8 fining new advanced lean burn technology motor vehicle
 9 credit) is amended by striking “2004” and inserting
 10 “2012”.

11 (b) EFFECTIVE DATE.—The amendment made by
 12 this section shall apply to property purchased after the
 13 date of the enactment of this Act.

14 **SEC. 4. BIODIESEL STANDARDS.**

15 Section 211 of the Clean Air Act (42 U.S.C. 7545)
 16 is amended—

17 (1) by redesignating the first subsection (r) (re-
 18 lating to the definition of the term “manufacturer”)
 19 as subsection (t) and moving the subsection so as to
 20 appear after subsection (s); and

21 (2) by inserting after subsection (o) the fol-
 22 lowing:

23 “(p) BIODIESEL STANDARDS.—

24 “(1) DEFINITIONS.—In this subsection:

25 “(A) BIODIESEL.—

1 “(i) IN GENERAL.—The term ‘bio-
2 diesel’ means the monoalkyl esters of long
3 chain fatty acids derived from plant or ani-
4 mal matter that meet—

5 “(I) the registration require-
6 ments for fuels and fuel additives es-
7 tablished under this section; and

8 “(II) the requirements of the
9 American Society of Testing and Ma-
10 terials D6751.

11 “(ii) INCLUSIONS.—The term ‘bio-
12 diesel’ includes esters described in clause
13 (i) derived from—

14 “(I) animal waste, including
15 poultry fat, poultry waste, and other
16 waste material; and

17 “(II) municipal solid waste,
18 sludge, and oil derived from waste-
19 water or the treatment of wastewater.

20 “(B) BIODIESEL BLEND.—

21 “(i) IN GENERAL.—The term ‘bio-
22 diesel blend’ means a mixture of biodiesel
23 and diesel fuel (as defined in section
24 4083(a) of the Internal Revenue Code of
25 1986).

1 “(ii) INCLUSIONS.—The term ‘bio-
2 diesel blend’ includes—

3 “(I) a blend of biodiesel and die-
4 sel fuel approximately 5 percent of the
5 content of which is biodiesel (com-
6 monly known as ‘B5’); and

7 “(II) a blend of biodiesel and die-
8 sel fuel approximately 20 percent of
9 the content of which is biodiesel (com-
10 monly known as ‘B20’).

11 “(2) STANDARDS.—Not later than 180 days
12 after the date of enactment of the American Auto-
13 mobile Industry Promotion Act of 2007, the Admin-
14 istrator shall promulgate regulations to establish
15 standards for each biodiesel blend that is sold or in-
16 troduced into commerce in the United States.”.

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